

OTTAWA VALLEY LAND ROVERS



July 2010

www.ovlr.org

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The current state of affairs (article on page 6)

PHOTO CREDIT T. KING



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVL R/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>

Any ideas for the web site please contact Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

OVL R Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

OVL R Executive and General Hangers-On

President

Peter McGough
mcgou@msn.com

Secretary-Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Your Name Here
could you help out?

Off-road Coordinator

Brian Scott
bjjscott@rogers.com

Past-president

Jean-Leon Morin
morinjlb@bell.net

Club Equipment Officer

Andrew Finlayson
andrewf@xplornet.com

Archivist

Your Name Here

Auditor

Christian Szpilfogel
christian@szpilfogel.com

OVL R Marshall

Murray Jackson
mjackson@igs.net

Returning Officer

Bruce Ricker
b.p.ricker@rogers.com

Executive Member-at-Large

Frank Ashworth
fashworth@gmail.com

Merchandising Coordinators

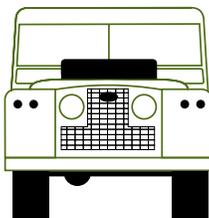
Gabrielle Pell
designergabe@gmail.com

Webmasters

Dixon Kenner, Ben Smith, Bill Maloney
dkenner@fourfold.org

All British Car Day Coordinator

Dave Pell / JL Morin.



OVL R Newsletter

ISSN 1203-8237

The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVL R newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVL R newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVL R or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

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Newsletter Content Editor:

Terry King
terryking@rogers.com

Newsletter Production Editor:

Lynda Wegner
lwegner@synapse.net

Production Assistance:

Bruce Ricker
b.p.ricker@rogers.com

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Hey man, what’s going on?

OVL R Calendar of Events

Socials:

Socials are held at the Prescott Hotel on Preston St., Ottawa, the third Monday of every month at 7:00 p.m.

Executive Meeting:

Executive meetings are held on the first Monday of the month. Please contact Peter McGough for location. email mcgou@msn.com

Notices:

- Aug. 15 Cheshire Cat Pub British Car Show – 12-3 — www.cheshirecatpub.com
- Aug. 15 Boots n’ Bonnet British Car Show, Kingston
- Sept. 25 OVL R September Fallout – Land Rover Salvage – Madoc, Ontario

New Members Wanted!

*Invite your Land Rover obsessed
friends to join OVL R!*

See page 2 for subscription details.

President's Message

BY PETER MCGOUGH

A short message and hopefully to the point, as pressure of work again conscripts my time. We had a great Social at the Prescott and the conversation turned to some of the strange things that members of the Club have, in addition to the usual collection of running and non-running Land Rovers. So, we would like to hear from the members and see how many backhoes (there were four around the Social table), large air compressors, even larger welders (in a variety of styles and vintages) horse and traps, sleighs, motorized whatnots exists. I'm rather hoping for the odd B-29 (I'm not allowed to expect a Blenheim Bomber as it creates an untoward cross fertilization of clubs ... to be avoided at all costs). I bet we can't even imagine what lurks under tarps and sheds under the care and preservation of the concerned citizens of the OVLRL. Your letters and photos are welcomed.

The Executive meeting of the club was held at Andrew and Dominique Jones' farm with only a small hidden agenda. We were scoping out a location for a Fall event and Andrew and Dom have agreed



President Peter McGough

to hold an event the week after Thanksgiving (the 16th and 17th of October.) The farm is close to Pakenham and offers amazing opportunities for the OVLRL community. There is space for camping and direct access to trails either on their 400 acre farm or with connections to the Lanark Transmission that many of us have been on. More details to follow. The club has also offered to assist, volunteers requested, to help with a refreshment tent at the Lanark Therapeutic Rides event, also at Andrew and Dom's Farm, the week-end before, Thanksgiving. The executive has also agreed to give a small donation to the Lanark Therapeutic Ride Association, as a gesture for using the farm for our weekend. The current title of the event is the Cedar Hill Classic, but suggestions are welcome.

As part of the recce the Executive were treated to some off roading in the manner that they would like to become accustomed to. Frank Ashworth treated us the LR3 comfort and capability as we followed some trails out of Andrew's place only to stop when it was getting a bit too dark for single vehicle off roading. The partridge leading us out of the trails and away from her nest was fun to see. Unfortunately, on the way home Frank had another adventure with wildlife when a deer ran into the side of his truck. Frank had thought he had killed the deer but when Dave and I passed a little later the deer was looking around, only dazed. It brought to mind why I drove the Range Rover from Calgary to Saskatoon each week, for close to two years. I thought I would be killed if I ever hit a big animal while driving my Ford Taurus, scooping it into my lap. At least the slab front of the RR would protect me. I was lucky not to hit anything but had many near misses.

Reason # 197 for driving a Rover.

Cheers, Tread Lightly,

*Peter
mcgou@msn.com*



I thought you remembered where the truck was!



OVL R SEPTEMBER FALLOUT

Sept 25th 2010 Starts at 11:00

Land Rover Salvage, Madoc Ontario

Off Roding (13:00), BBQ Dinner (19:00), Overnight camping,
Bonfire, Fireworks,

RSVP to Scarlett by email: scarlett@landroversalvage.ca

TDI Conversion - part 3

Wiring and Fuel System

ARTICLE AND PHOTOS BY T. KING

Well, I forget where we left off after part 2, but I believe it was after hooking up the transfer case, transmission and shifters. If you recall, I am mired in the throws of converting a '99 Disco I from a 4.0 V8 with autobox to a Discovery 200 tdi with manual transmission.

The current status is that the heavy stuff is in place, but that the little stuff is in a state of need.

I have been working with some info gleaned from the web where Britrest swapped a 200 tdi into a 3.0 V8 Disco, and also where another group put a 200 tdi into a Series. I had a 4.0 V8 so while similar its not quite the same, so typically every instruction has to be vetted for yet another conversion of terms or colours or whatever.

Some examples of the instructions I have, with comments:

The original battery lead can be reused...*hmm... thank goodness, I think...*

The colour codings of the looms are identical... *except...this, that, and the other thing as it later goes on about...(vive la difference)*



Yup ... looks the same from over here.

Cable STC 934 from the glow plug relay plugs into PRC6083 and the black/white wire screws to the bulkhead...*OK...but I don't have the STC 934, can't buy it and can't find the pinout anywhere, so will have to improvise...*

...at the other end of it (it = STC 934), the white/red cable goes to the white/red on the back of the ignition (except it is now a brown/red because the V8 goes through a solenoid)...*note: I have two white/red cables to pick from...and haven't found the brown/red yet...*

...and both the whites go to the white on the ignition (*argh...have not found the white off the ignition or anywhere else for that matter*)...

Not to be discouraged I trundled on...

Hooking up the power to the alternator, starter and glow plug relay is straight forward...*the water temperature sensor, oil pressure switch, tachometer and alternator warning light seem to be straight forward as the colours match.*

The wire from the glow plug timer to glow plug 4 is the same...*small mercies*

Also, using a working 300tdi as an example, the fuel connections between the tank, pump, filter and engine are straight forward, but not intuitive, and too complicated for me to recite. You'll have to ask or review the end result in order to accomplish this.

The conversion from the V8 fuel system includes removing the in-tank fuel pump from action, disabling/overriding the in-line fuel filter over the passenger rear wheel and ensuring you can physically put the diesel nozzle in the filler pipe.

Next segment: tdi hoses, exhaust woes...A/C?

Classifieds

FOR SALE: SERIES PROJECT VEHICLES AND PARTS

I am getting rid of most of my Land Rover stuff, too much to list but included are two new canvas tops for Series 2 and 3 (one still in the box), several Series 1 and 2 project vehicles and all kinds of accumulated bits. Call me and see if I have what you need.
519-357-2148,
Don Watson
watson@wightman.ca

FOR SALE: PICKUP HARDTOP

I have a pickup hardtop for sale: \$125
Sean McGuire
613-590-9992

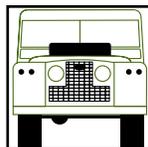
FOR SALE

1989 defender 110 county; turbo diesel engine; right hand drive; 12 seats; steering and transmission protection bars; factory Land Rover folding steps
Mileage 168,000, excellent condition for year, white exterior with blue fabric interior, original paint with the odd touch up. Imported late 09 and Ontario registered. \$18,900
Contact: British Matt - englishman99@hotmail.com
613-222-5121



YOUR AD HERE

FREE ad space to members.
Send information and/or photos to:
ottawavalleylandrovers@sympatico.ca



FOR SALE

1989 hard top; checker plate wing tops; 300 tdi with r380 gearbox; new ebrake shoes and seal; split doors; new rear door; lockable side storage box; heated seats; mud td5 dash; new springs; new shocks; poly bushes; new steering box; new injection pump; bfg all terrains. This is a solid Land Rover.
\$18,500
call Matt:
613-222-5121



Cheshire Cat Pub British Car Show

We are holding our annual British Car Show and Shine on Sunday, August 15th from 12-3. We will be having a beer tasting as well as a discounted menu for our participants. The event will be sponsored by London Pride and will have a number of prizes for participants. We hope to secure some additional sponsors and really step our event up a level.

We hope you or any of your other British car enthusiasts will join us on the day. If possible please let us know if you or others are attending so we can be prepared for the parking and organization. Thanks again and feel free to forward this to anyone you think may be interested.

Dustin and Crystal Therrien
The Cheshire Cat Pub
Carp, Ontario K0A1L0
613-831-2183
www.cheshirecatpub.com

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100% Canadian owned & operated business c/w British Mechanic

(We own our own premises, so are here for the long term!)

We are also OVL R Club Members = Enthusiasts serving Enthusiasts!



Soooo...this is what it should look like (200tdi conversion) PHOTO CREDIT T. KING